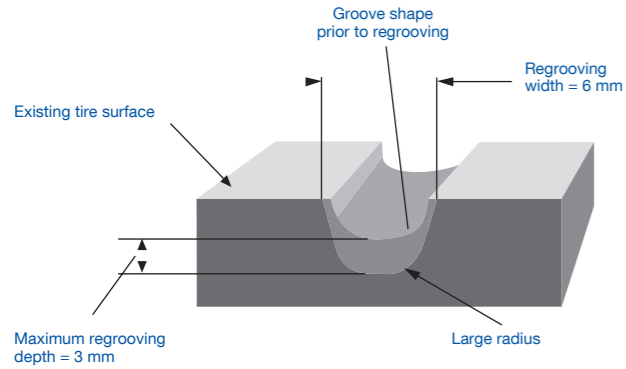


Regrooving

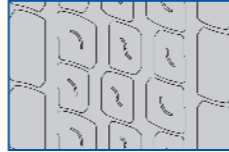
Depending on conditions of use and maintenance, Goodyear's high-quality tire casings can give each tire multiple lives (new, regrooved, retread, regrooved retread) while ensuring safety, performance and minimal operating costs.



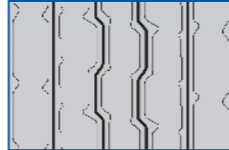
Re-grooving must be done by professionals. Non-professional re-grooving damages tires and causes premature tire replacement. Re-groove Goodyear Omnitrac MSS II and MSD II tires when there is still sufficient tread depth. Suggested remaining tread is 5-6 mm.



Omnitrac MSS II 5 Rib
New tire tread



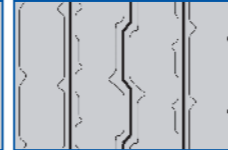
Regrooved tire



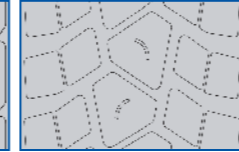
Omnitrac MSS II 4 Rib
New tire tread



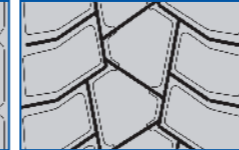
Regrooved tire



Omnitrac MSD II
New tire tread



Regrooved tire



Max. regrooving depth: 3mm
Rec. regrooving width: 6 to 8 mm



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273/0510/LUX-ENG



Omnitrac Max Technology

Innovation

- o dedicated tread patterns
- o durable carcass constructions
- o latest technology materials
- o improved mileage and traction



Goodyear

Omnitrac MSS II Omnitrac MSD II

Goodyear's new mixed service steer and drive tires, featuring Omnitrac Max Technology, specifically designed for enhanced mileage and traction performances in construction and on/off road operations.



Goodyear's new generation mixed service tires

The new mixed service Omnitrac steer and drive tires are developed according to Goodyear's Max Technology concept, combining latest technology materials and design features.

The new, specifically developed robust tread patterns provide excellent traction on unpaved surfaces, high mileage on road use and good damage resistance. The specific groove layouts ensure good self cleaning and minimized stone holding. In addition, Omnitrac MSS II and MSD II tires have a low noise level, already fulfilling the 2012 EU regulatory requirements.

The use of latest generation tread compounds, reinforcement materials and optimized carcass geometry result in enhanced robustness and damage resistance thus improving tire durability and consequently excellent retreadability. Omnitrac MSS II and MSD II tires are regroovable and retreadable, thus allowing truck operators to increase their fleet efficiency



Application Guidelines

The new Omnitrac MSS II and MSD II tires are specifically developed for use in mixed service, on/off road conditions. MSS II and MSD II steer and drive tires are recommended for all tires of vehicles which need to operate both on road as well as on unpaved surfaces, where good traction and mobility are required e.g. construction vehicles, concrete mixers, bulk transport operations.

For trailer axles, the proven Omnitrac MST trailer tire is the ideal "complement" to the new MSS II/ MSD II steer and drive tires.



Omnitrac MSS II



Feature	Benefit
Wide tread, 4 rib (standard aspect ratio) and 5 rib (low aspect ratio) patterns	Excellent mileage, even wear pattern
"Slalom" centerline grooves	Improved on/off road braking
Massive shoulder ribs	Good damage resistance and stability
Stone penetration protectors and double angled grooves	Minimized stone holding/drilling, good self cleaning
Specific tread "pitching" (variable block lengths)	Low noise level (fulfilling 2012 EU regulation)
Robust carcass construction, dedicated compounds	Excellent durability and retreadability

Omnitrac MSS II and MSD II Duraseal

Omnitrac MSS II and MSD II tires will be available also as "Duraseal" tires, featuring a "built in sealant", able to seal tread punctures up to 6 mm diameter.

(13R22.5 and 315/80R22.5 sizes mid 2010, 385/65R22.5 MSS II mid 2011)

How it works:

A "sealant layer", built into the tire casing:

- Soft rubber material between liner and casing that seals off penetration
- Handles punctures up to 6 mm diameter in the tire crown area
- Without air loss, the tire can continue to run until the next scheduled removal - reducing costly vehicle downtime
- DuraSeal tires are repairable and retreadable - sealing properties are retained after repairing/retreading



Soft rubber material built into casing



Omnitrac MSD II



Feature	Benefit
Directional massive block type pattern	Excellent traction and braking
Wide tread, deep nonskid	High mileage, even wear pattern
Massive centerline block row	Improved on/off road braking
Variable shoulder groove width	Excellent self cleaning, enhanced traction on unpaved surfaces
Shoulder block edge offset	Improved traction on mud
Robust carcass construction, dedicated compounds	Excellent durability and retreadability

Omnitrac MSS II - Size line up and technical details

Size	Load Index	Speed/Symbol	Recomm. Rim (inch)	Opt. Rims (inch)	Section Width (mm)	Min. Dual Spacing (mm)	Outside Diameter (mm)	Static Loaded Radius (mm) +1.5-2.5%	Rolling Circumference (mm)	Inflation (bar) +1.5-2.5%
315/80R22.5	156/150	K	9.00	9.75	312	351	1076	500	3282	8.50
13R22.5	156/150	K	9.00	9.75	320	351	1124	521	3428	8.75
12R22.5*	152/148	K	8.25	9.00	300	329	1084	504	3306	8.50
295/80R22.5*	152/148	K	8.25	9.00	298	326	1044	487	3184	8.50
385/65R22.5*	160	K	11.75	12.25	389		1072	496	3248	9.00
	158	K								
12.00R24TT*	160/156	K	8.50	9.00	313	360	1226	567	3739	8.50

* In preparation for 1st half 2011 introduction

Omnitrac MSD II - Size line up and technical details

Size	Load Index	Speed/Symbol	Recomm. Rim (inch)	Opt. Rims (inch)	Section Width (mm)	Min. Dual Spacing (mm)	Outside Diameter (mm)	Static Loaded Radius (mm) +1.5-2.5%	Rolling Circumference (mm)	Inflation (bar) +1.5-2.5%
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